

Maryland Historical Trust

Maryland Inventory of Historic Properties Number:

Name:

Name: WILLIAM PESTON LINE MEMORIAL BRIDGE (USSO/301
OVER CRISPDAKE) #2040 (EB)

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST

Eligibility Recommended X

Eligibility Not Recommended

Criteria:	A	B	C	D	Considerations:	A	B	C	D	E	F	G	None
1. The extent to which the project has been well planned.					1. The extent to which the project has been well planned.								
2. The extent to which the project has been well managed.					2. The extent to which the project has been well managed.								
3. The extent to which the project has been well executed.					3. The extent to which the project has been well executed.								
4. The extent to which the project has been well monitored.					4. The extent to which the project has been well monitored.								
5. The extent to which the project has been well evaluated.					5. The extent to which the project has been well evaluated.								
6. The extent to which the project has been well communicated.					6. The extent to which the project has been well communicated.								
7. The extent to which the project has been well documented.					7. The extent to which the project has been well documented.								
8. The extent to which the project has been well implemented.					8. The extent to which the project has been well implemented.								
9. The extent to which the project has been well maintained.					9. The extent to which the project has been well maintained.								
10. The extent to which the project has been well reviewed.					10. The extent to which the project has been well reviewed.								

Comments:

Reviewer, OPS: Anne E. Bruder

Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze

Date: 3 April 2001

**Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust**

MHT No. AA-47

Name and SHA No. William Preston Lane, Jr. Memorial Bridge (Eastbound)

Location:

Street/Road Name and Number: *U.S. Route 50/301 over the Chesapeake Bay*

City/Town: Annapolis x vicinity

County: *Anne Arundel/Queen Anne's*

Ownership: State County Municipal x Other (*Maryland Toll Authority*)

This bridge projects over: Road Railway x Water Land

Is the bridge located within a designated district: yes x no

__NR listed district __NR determined eligible district

 locally designated other

Name of District _____

Bridge Type:

Timber Bridge

Beam Bridge Truss-Covered Trestle Timber-and-Concrete

Stone Arch

Metal Truss Bridge

Movable Bridge

Swing 9 Bascule Single Leaf 1 Bascule Multiple Leaf 0

Vertical Lift Retractable Pontoon

Metal Girder

Rolled Girder Rolled Girder Concrete Encased

<u>Plate Girder</u>	<u>Plate Girder Concrete Encased</u>
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x Metal Suspension

Metal Arch

Metal Cantilever

Concrete

Concrete Arch Concrete Slab Concrete Beam Rigid Frame

Other Type Name _____

Description:**Describe Setting:**

The eastbound section of the William Preston Lane, Jr. Memorial Bridge is a 2-lane structure carrying U.S. Route 50/301 across the Chesapeake Bay in a generally northwest-southeast direction. It connects Anne Arundel and Queen Anne's counties, Maryland. The span is located approximately 450 feet to the south of and parallel to the newer, 3-lane Bay Bridge. The bridge is 4.03 miles long and exhibits a curved alignment, which was required to meet Army Corps of Engineers navigational restrictions. On the Anne Arundel County side, the bridge is bordered by Sandy Point State Park. The Bay Bridge Airport is to the east in Queen Anne's County.

Describe Superstructure and Substructure:

(Discuss points identified in Context Addendum, Section C)

This bridge consists of 123 steel spans, including the central cable suspension span, its side spans, and a series of cantilever trusses, simple trusses, and plate girder and beam spans. The main span is 1,600 feet long, is supported by towers 354 feet above the water, and has cables 14 inches in diameter. The roadway deck is 198 feet above the water and measures 28 feet from curb to curb.

Discuss major alterations:

Modifications to the bridge include redecking, the removal of five toll lanes, installation of ATACS, renovation of the toll plaza, and replacement of the cable wrapping and compression seals.

History:

When Built: *January 1949 to July 1952*

Why Built: *to provide access to and from the Eastern Shore*

Who Built: *18 construction contracts*

Who Designed: *J.E. Greiner and Company*

Why Altered: *stabilization of structure*

Was this bridge built as part of an organized bridge building campaign: *yes*

The original span of the William Preston Lane, Jr. Bridge was constructed as part of Maryland's Primary Bridge Program, initiated during the 1930s as a way to provide access to and from areas previously isolated from other parts of the state. As such, the bridge is potentially eligible under Criterion A for its role in encouraging inter- and intrastate transportation and commerce.

Surveyor Analysis:

This bridge may have NR significance for association with:

☒ A Events ☐ B Person

☒ C Engineering/Architectural Character

Was the bridge constructed in response to significant events in Maryland or local history?

This bridge was constructed as part of Maryland's Primary Bridge Program, which included a bridge across the Potomac River from Virginia to Maryland, a bridge across the Susquehanna River from Havre de Grace to Perryville, and either a bridge or tunnel across the Baltimore Harbor. This program was developed during the 1930s as a way to provide a continuous north-south highway that would connect Philadelphia to Richmond and bypass the major metropolitan areas of Washington, D.C. and Baltimore, and in the case of the Chesapeake Bay Bridge, it was to form a link between the Eastern and Western shores of Maryland. With the use of automobiles on the rise, Maryland was committed to providing accessible roadways and bridges to connect its isolated areas.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Prior to the opening of the Chesapeake Bay Bridge, only ferry service was available between the Eastern and Western shores of Maryland. With the advent of the bridge, the two sections of the state that were once isolated from each other became easily accessible. The bridge helped to boost the economy of the Eastern Shore, because travelers now had a reliable route by which to reach that part of the state.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?

This bridge may be in an area that is eligible for historic designation and would add to both the historic and visual character of the possible district.

Is the bridge a significant example of its type?

This bridge is a well preserved example of the metal suspension bridge. Along with its companion span completed in 1973, it is the only major suspension bridge in Maryland.

Does the bridge retain integrity of the important elements described in the Context Addendum?

This bridge possesses integrity of location, design, setting, materials, workmanship, feeling and association. As mentioned above, very few significant alterations have occurred at this bridge. Thus, the bridge retains integrity of all of its original components, including the towers, cradles, cables, suspenders, stiffening trusses, anchors, and piers.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?

This bridge is a significant example of the work of J.E. Greiner and Co. for its unique design, which took advantage of the latest techniques and engineering innovations of the mid-20th century. It is potentially eligible under Criterion C for its manufacture and design.

Should this bridge be given further study before significance analysis is made and why?

No further evaluation is necessary to determine National Register significance. However, additional research concerning the history of this bridge and its surroundings may be useful in providing a more complete picture of the bridge's background.

Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.

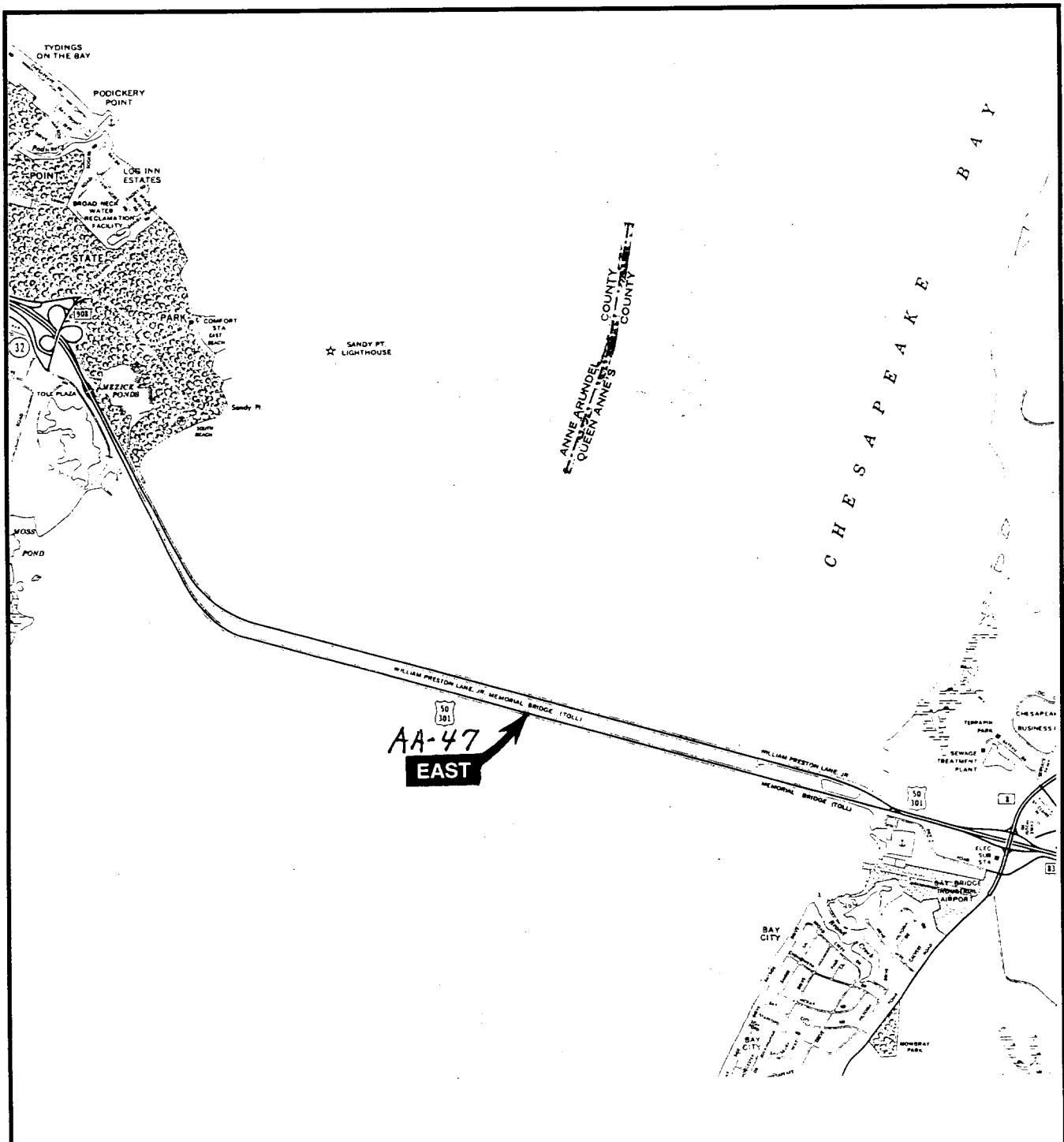
Provide a photocopy USGS map illustrating the location of the bridge.

Surveyor:

Name: Alice Crampton/Julie Abell
Organization: Parsons Engineering Science, Inc.
Address: 10521 Rosehaven Street
Fairfax, Virginia 22030-2899

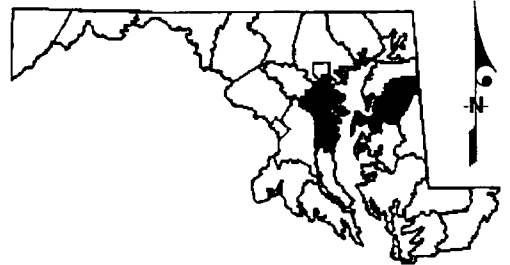
Date: 12/13/94
Telephone: (703) 591-7575

AA-47

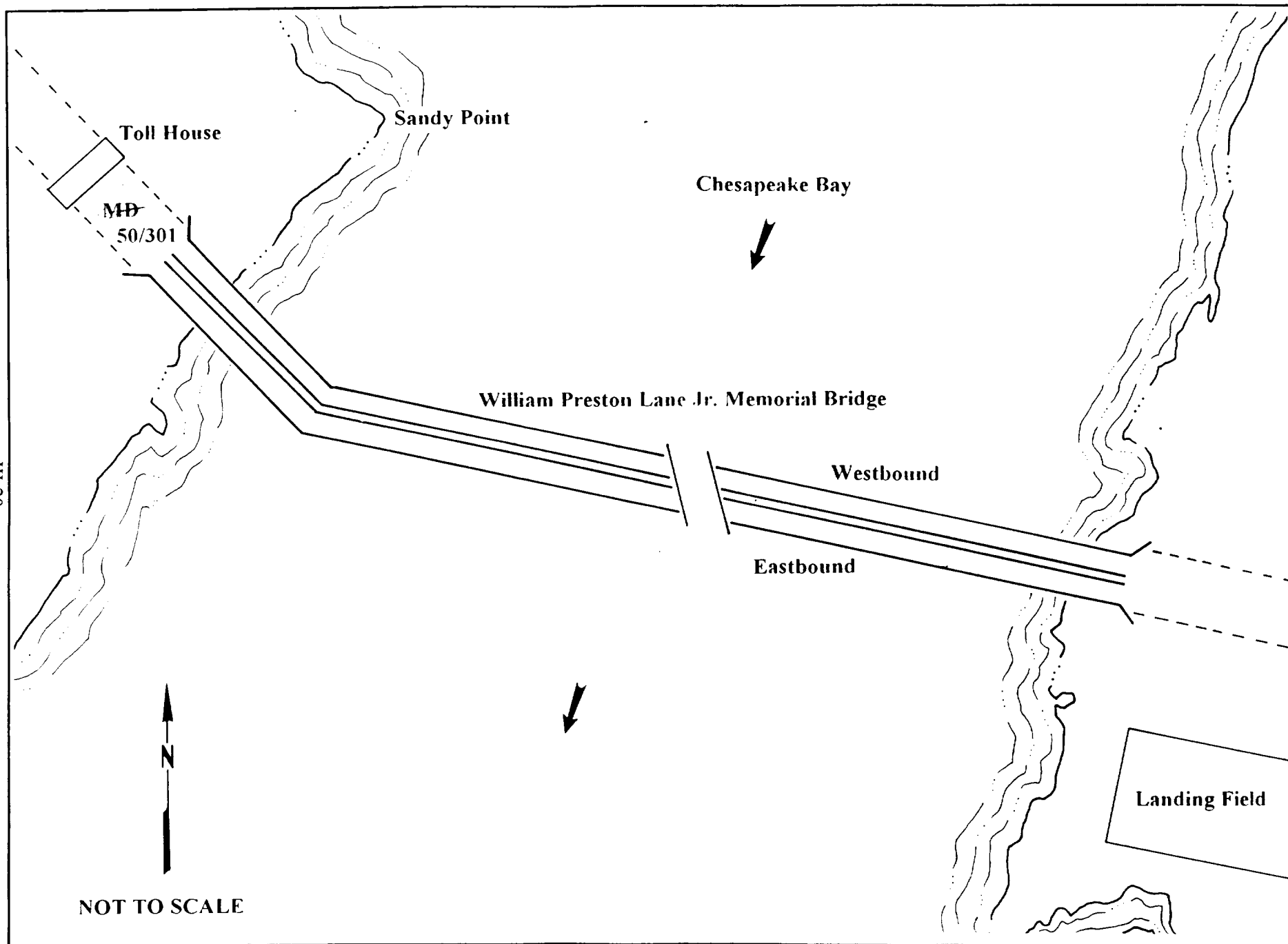


Anne Arundel/Queen Anne's Counties
US 50/301 over Chesapeake Bay - Eastbound
(Determined National Register eligible by Interagency Review Committee)

Scale 1000 2000 feet 2000 feet
 0.5 kilometer 0.5 kilometer



III-20



AA-47



AA-47

William Preston Lane Jr Memorial Bridge
(Eastbound)

Anne Arundel / Queen Anne's Cos., Maryland

Julie Abell

Maryland State Highway Administration
North Elevation



AA-47

William Preston Lane Jr. Memorial Bridge

(East bound)

Anne Arundel / Queen Anne's Cos., Maryland

Julie Abell

Maryland State Highway Administration

Southwest Elevation

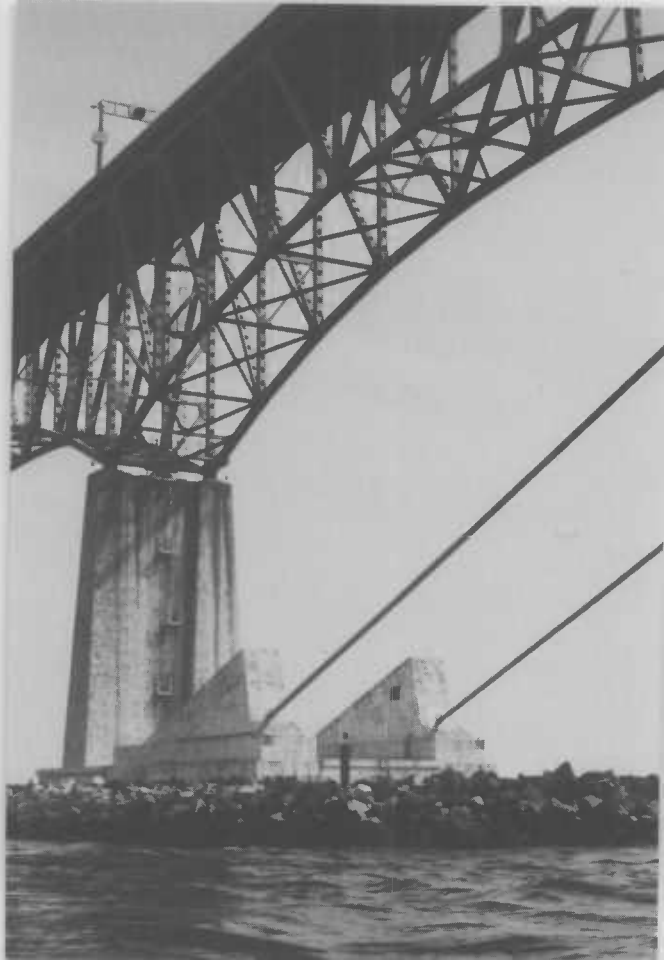


AA-47

William Preston Lane Jr Memorial Bridge
(East bound)

Anne Arundel / Queen Anne's Cos., Maryland
Julie Liptak

Maryland State Highway Administration
East Elevation



AA-47

William Preston Lane Jr. Memorial
Bridge (Eastbound)

Anne Arundel / Queen Anne Cos.,
Maryland

Julie Liptak

Maryland State Highway Admin.

East Elevation